

BookletChart™

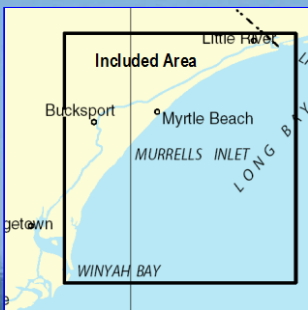


Little River Inlet to Winyah Bay Entrance

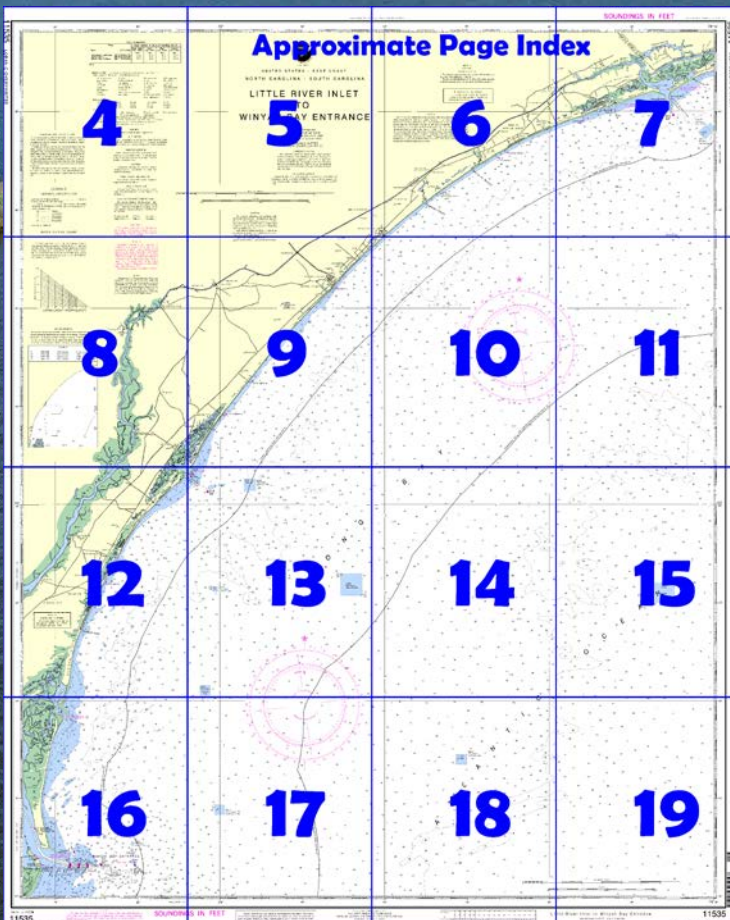
NOAA Chart 11535

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11535>



(Selected Excerpts from Coast Pilot)
Little River Inlet is entered between **Waties Island** and **Bird Island**. A lighted whistle buoy is off the entrance. A submerged wreck is off the entrance. The entrance is protected by jetties marked on the outer end by a light. The channel is marked by buoys, ranges, and daybeacons. There was a depth of 13 feet from the lighted whistle buoy to the jetty entrance lights, thence 7 feet leading northward of Waties Island for 1.5 miles to the junction with the

Intracoastal Waterway. There is a large sand bar centered at 33°51'25"N., 78°32'50"W. Extreme caution is advised when entering and leaving the inlet.

Dangers.—The principal dangers in the approach to Winyah Bay are: **East Bank**, covered 6 feet and marked by a buoy, about 2 miles south of the end of the south jetty; an unmarked shoal, with a least depth of 14 feet, about 4 miles southward of East Bank; **Hector Wreck**, cleared to a depth of 9 feet and marked by a lighted bell buoy, about 12 miles southward of the sea buoy (Winyah Bay Lighted Whistle Buoy WB); a wreck, with 19 feet over it and marked by a lighted bell buoy, about 13 miles southeastward of the sea buoy; a fish haven marked by private buoys about 5 miles northeast of the sea buoy; and obstructions, reported covered 26 feet, 300 yards northward of the sea buoy. Vessels approaching the entrance at night should remain in the vicinity of the sea buoy until the pilot boards. Some vessels, mistaking Winyah Bay Range B Lights for Range A Lights, have approached the entrance too closely at night and only with difficulty have cleared the outer end of the south jetty. Mariners are advised to familiarize themselves with the characteristics of these ranges before making the approach.

The local pilots report that at high water the north jetty at the entrance to Winyah Bay is partially submerged and only the three rock mounds along the south jetty are visible. At low water, parts of the south jetty just inshore of the outermost mound remain submerged. Extreme caution is advised. The pilots also report that the southwest tip of North Island just inside the jetties is building up and is encroaching southward to near the easterly edge of the channel; caution is advised.

Pilotage, Georgetown.—Pilotage is compulsory for all foreign vessels and for U.S. vessels under register in the foreign trade. Pilotage is optional for U.S. vessels in the coastwise trade which have on board a pilot licensed by the Federal Government.

Georgetown Bar & Harbor Pilots, P.O. Box 594, Georgetown, S.C. 29440; telephone 843-527-4136, FAX 843-527-4177; serve the entrance through the bar, Winyah Bay and vicinity.

The pilot boat, WINYAH BAY, is 48 feet long and has a black hull and white superstructure. The alternate pilot boat, PILOT FISH, is 31 feet long and has a black hull and white superstructure. The pilot boats monitor VHF-FM channel 16 and use channel 9 as a working frequency.

Vessels are requested to contact the pilot boat approximately 2 hours before scheduled inbound transit for pilot boarding information. Pilots will board day or night from the pilot boat just east of the sea buoy, Winyah Bay Lighted Whistle Buoy WB in 33°11'36"N., 79°05'12"W. Arrangements for pilots should be made in advance by telephone and/or fax, by radiotelephone, or through ships' agents.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) There is a county hospital at Georgetown.

Georgetown is a **customs port of entry**.

There are no anchorages in Winyah Bay or Sampit River for deep-draft vessels. The recommended anchorage, as reported by the local pilots, is 0.5 mile northeast of the sea buoy (Winyah Bay Lighted Whistle Buoy WB) in about 6 fathoms, sand and mud bottom.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

10°

05°

79°

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Georgetown Lighthouse	(33°13'N/79°11'W)	4.4	4.1	0.2
Myrtle Beach	(33°39'N/78°55'W)	5.6	5.2	0.2
Winyah Bay Entrance	(33°11'N/79°09'W)	5.1	4.8	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://hdsandcurrents.noaa.gov>. (Jan 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	Whls whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obsn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Wilmington, NC	KHB-31	162.550 MHz
Myrtle Beach, SC	KEC-95	162.400 MHz
Georgetown, SC	WNG-628	162.500 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia and 7th Coast Guard District in Miami, Florida or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina. Refer to charted regulation section numbers.

NOTE S

Ocean Dumping Sites are Parts 220-229. Additional line the regulations and re

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

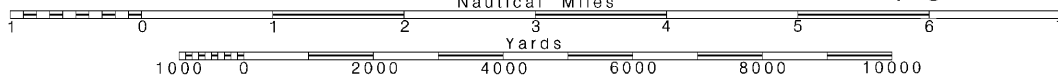
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Joins page 8

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
NORTH CAROLINA - SOUTH CAROLINA

LITTLE RIVER INLET TO WINYAH BAY ENTRANCE

Mercator Projection
Scale 1:80,000 at Lat. 33°32'

North American Datum of 1983
(World Geodetic System 1984)

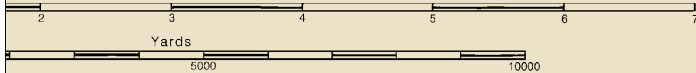
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.613" northward and 0.891" eastward to agree with this chart.

SCALE 1:80,000
Nautical Miles

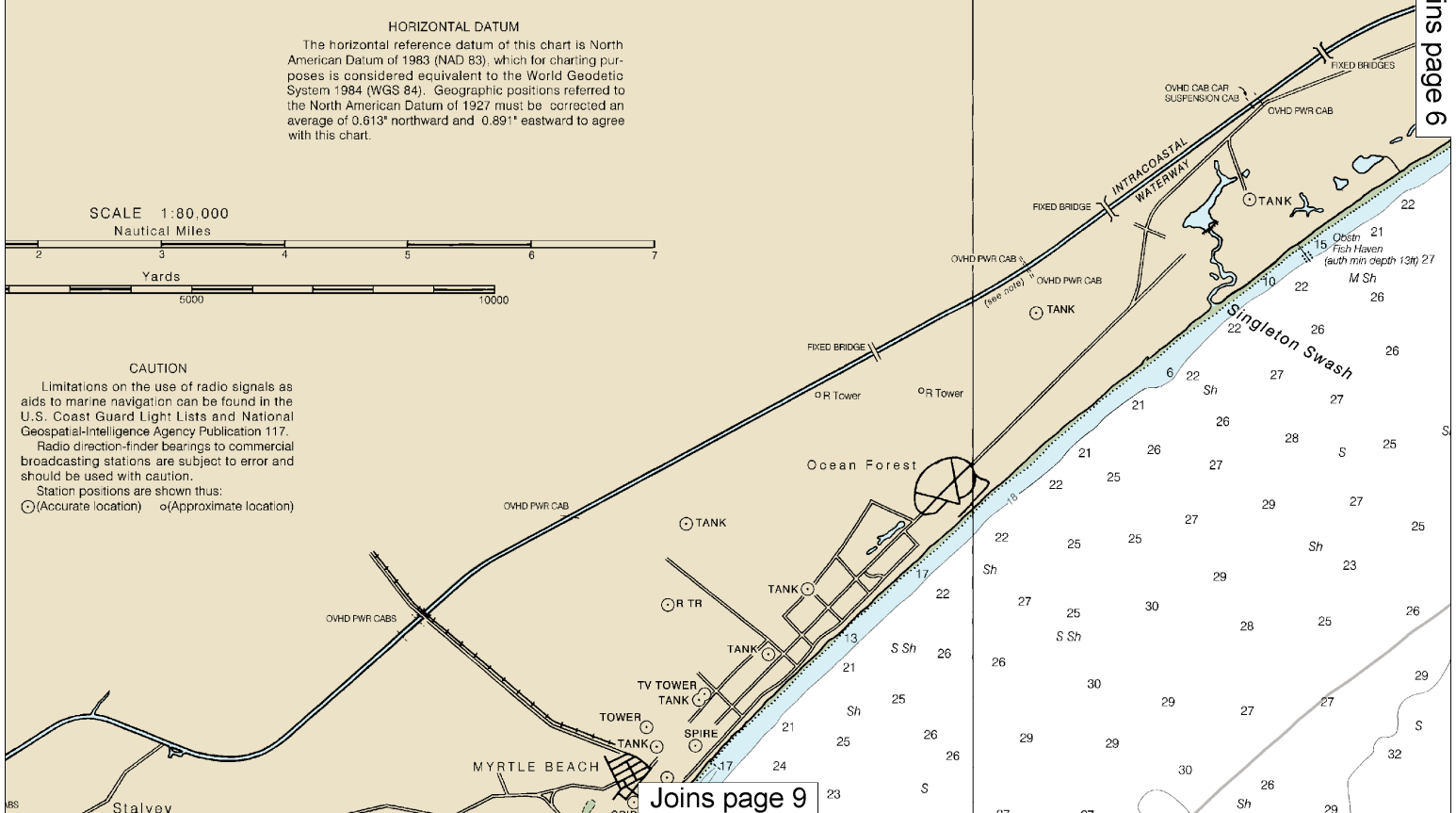


CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)



Ent
The channels at the
this chart are subject
The buoys and day
charted because they

INTRAC
Use chart
markers no
shown on th

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdiction limit of the other laws. The 9-nautical mile Natural Resource Boundary off the coasts of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere, in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

55'

50'

45'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CAROLINA - SOUTH CAROLINA

LE RIVER INLET TO H BAY ENTRANCE

Mercator Projection
Scale 1:80,000 at Lat. 33°32'

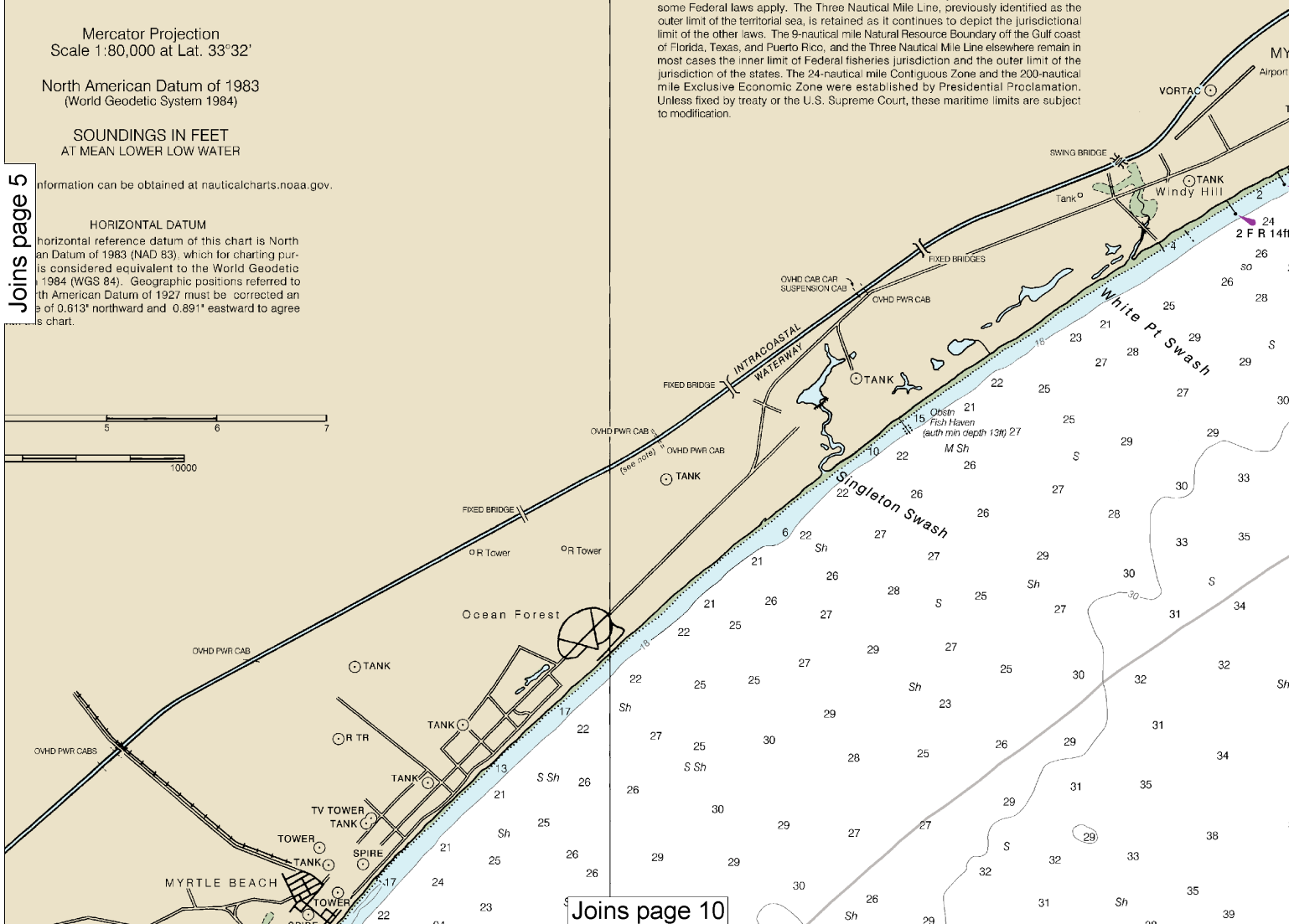
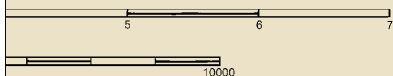
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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NOTE B CAUTION

Entrances to Inlets

The channels at the entrances to many of the inlets on this chart are subject to changes.

The buoys and daybeacons at Little River Inlet are not charted because they are frequently shifted in position.

INTRACOASTAL WATERWAY

Use chart 11534. Neither the channel markers nor the available depths are shown on this chart.

NOTE X

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Joins page 5

Joins page 10

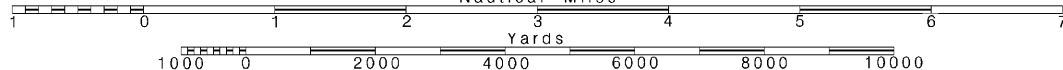
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Note: Chart grid lines are aligned with true north.

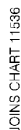
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



11535



7

ARNING
riner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels
operating within a No-Discharge Zone (NDZ) are completely
prohibited from discharging any sewage, treated or
untreated, into the waters. All vessels with an installed
marine sanitation device (MSD) that are navigating, moored,
anchored, or docked within a NDZ must have the MSD
disabled to prevent the overboard discharge of sewage
(treated or untreated) or install a holding tank. Regulations
for the NDZ are contained in the U.S. Coast Pilot.
Additional information concerning the regulations and
requirements may be obtained from the Environmental
Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

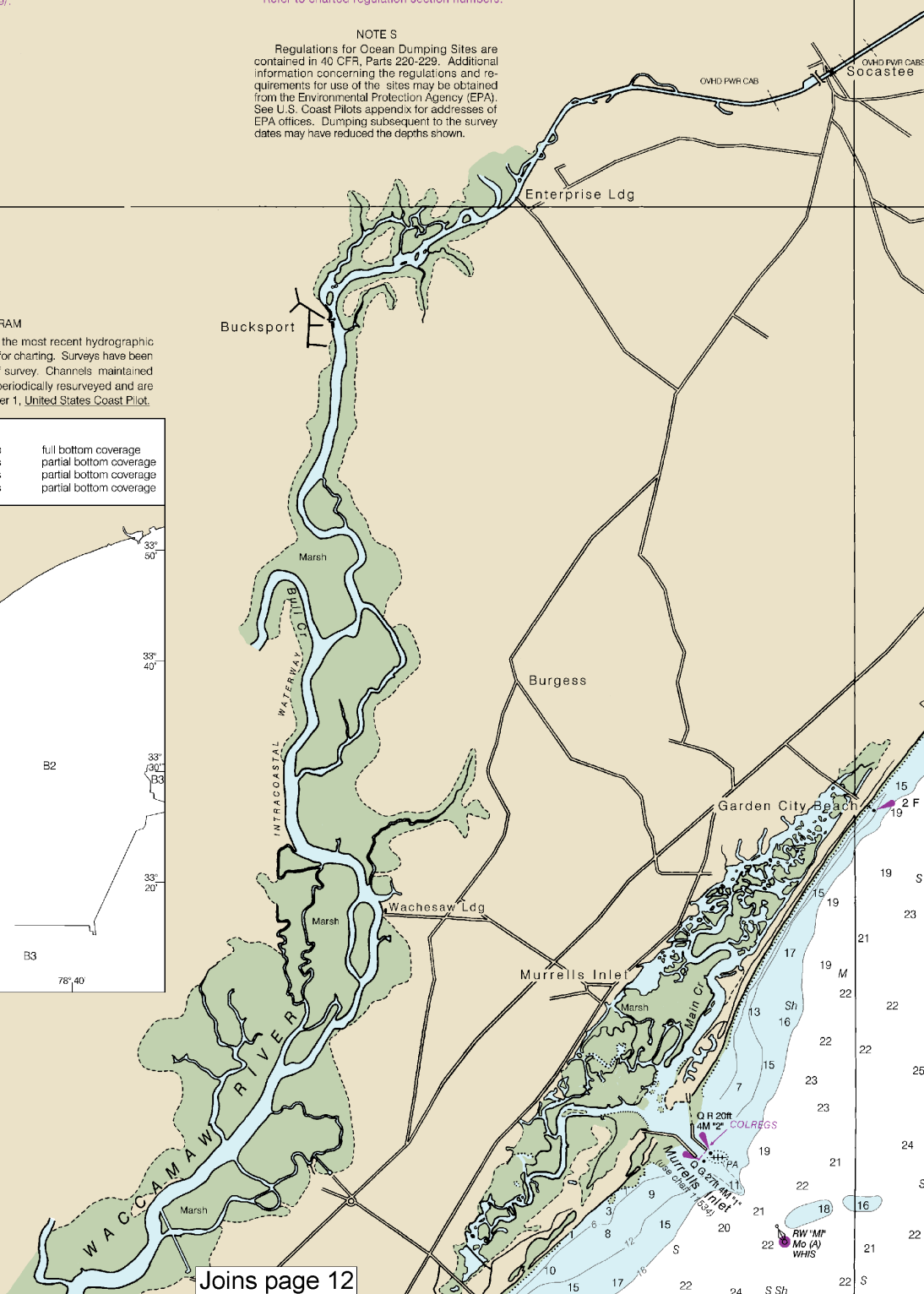
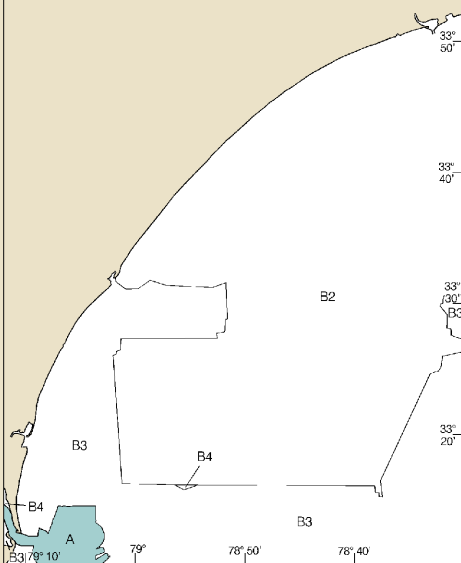
NOTE A
Navigation regulations are published in
Chapter 2, U.S. Coast Pilot 4. Additions or
revisions to Chapter 2 are published in the
Notices to Mariners. Information concerning
the regulations may be obtained at the Office
of the Commander, 6th Coast Guard District in
Portsmouth, Virginia and 7th Coast Guard District in
Miami, Florida or at the Office of the District
Engineer, Corps of Engineers in Wilmington,
North Carolina and Charleston, South Carolina.
Refer to charted regulation section numbers.

NOTE S
Regulations for Ocean Dumping Sites are
contained in 40 CFR, Parts 220-229. Additional
information concerning the regulations and
requirements for use of the sites may be obtained
from the Environmental Protection Agency (EPA).
See U.S. Coast Pilot's appendix for addresses of
EPA offices. Dumping subsequent to the survey
dates may have reduced the depths shown.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic
survey information that has been evaluated for charting. Surveys have been
banded in this diagram by date and type of survey. Channels maintained
by the U.S. Army Corps of Engineers are periodically resurveyed and are
not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2010	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



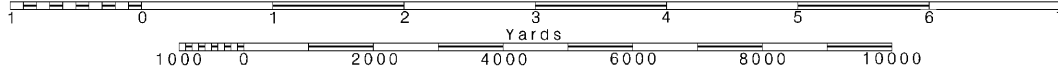
Joins page 12

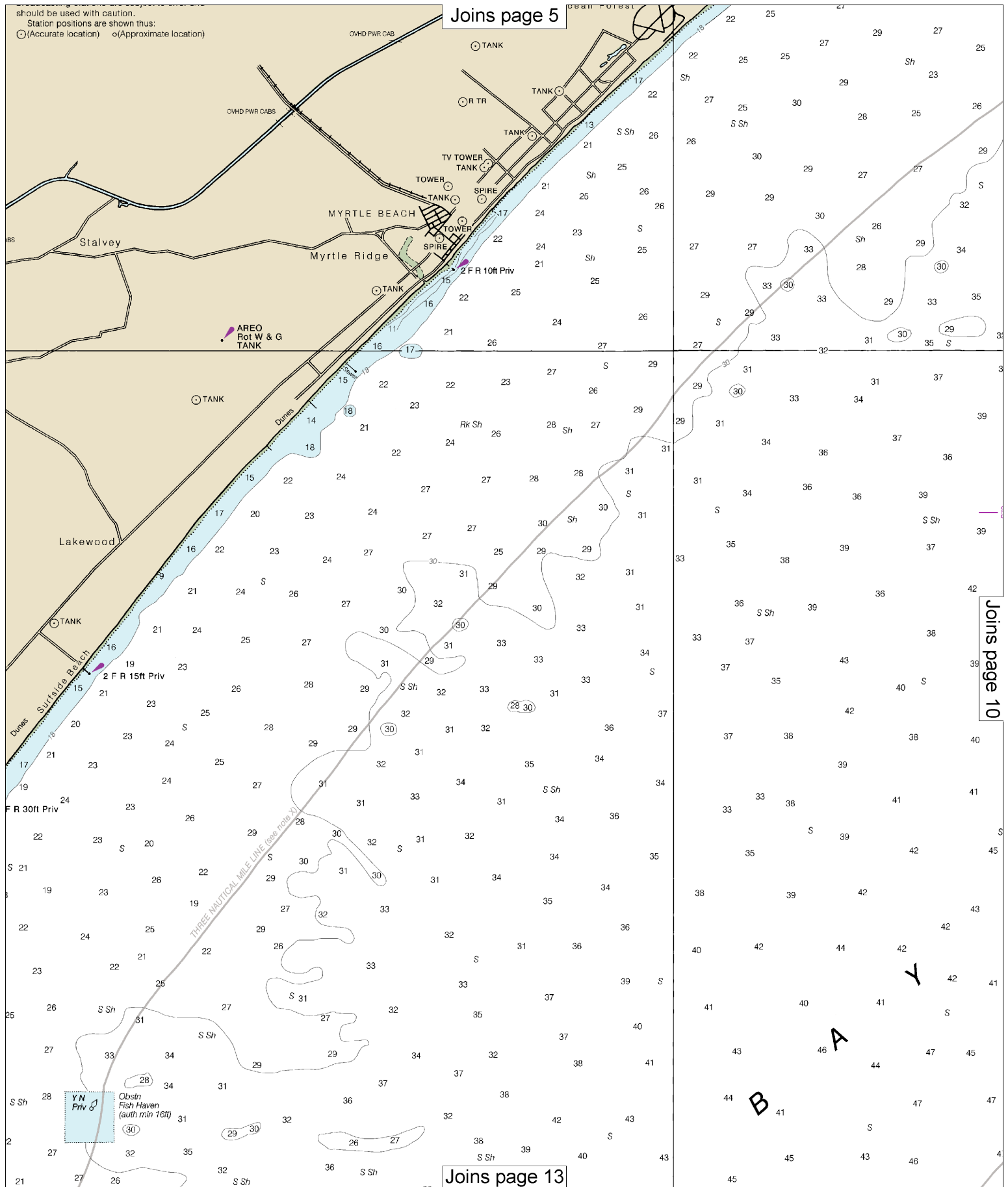
Note: Chart grid
lines are aligned
with true north.

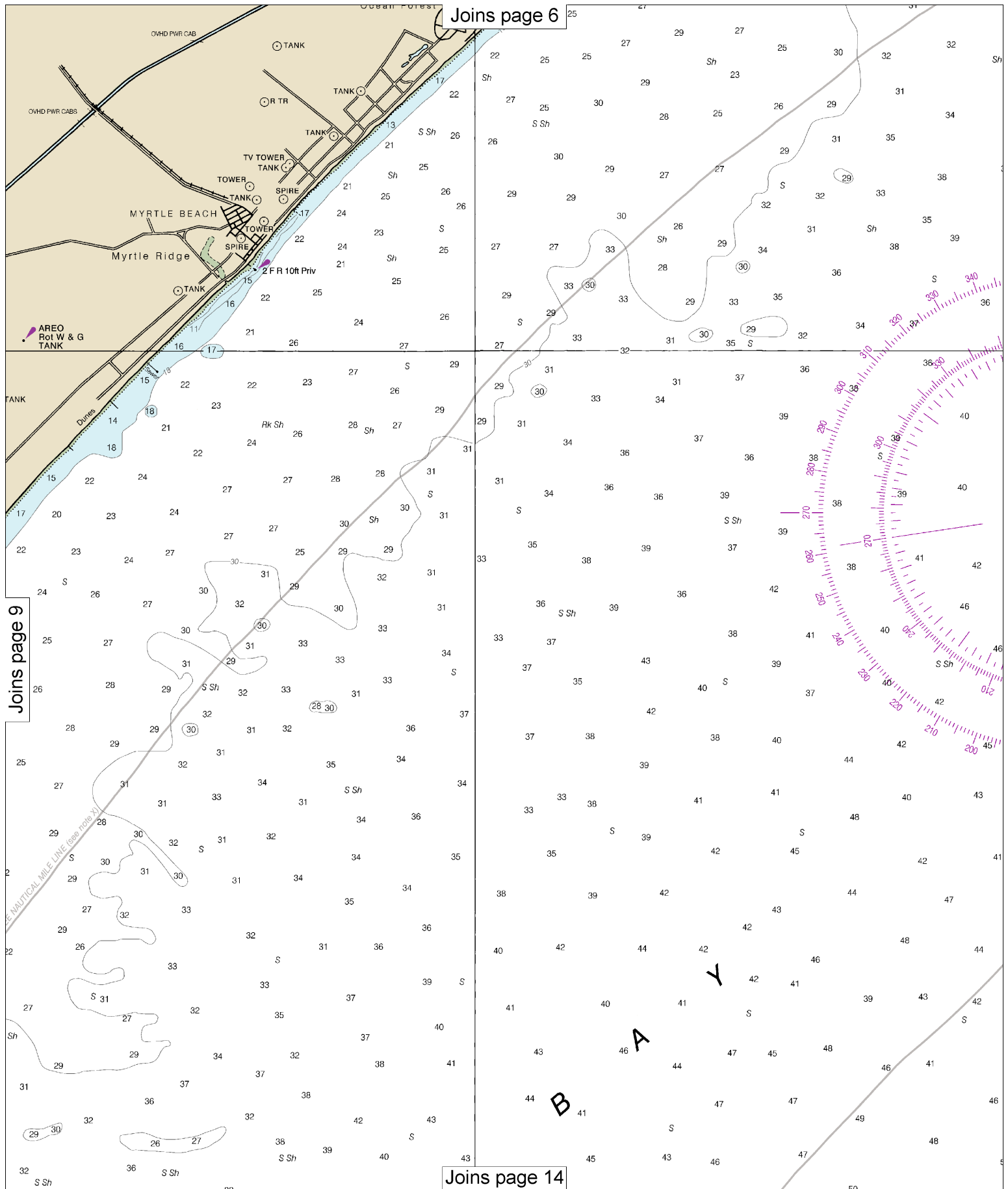
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







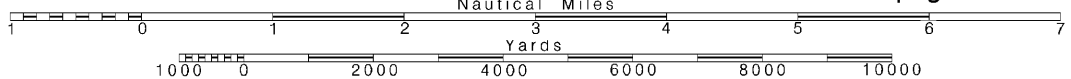
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Note: Chart grid lines are aligned with true north.

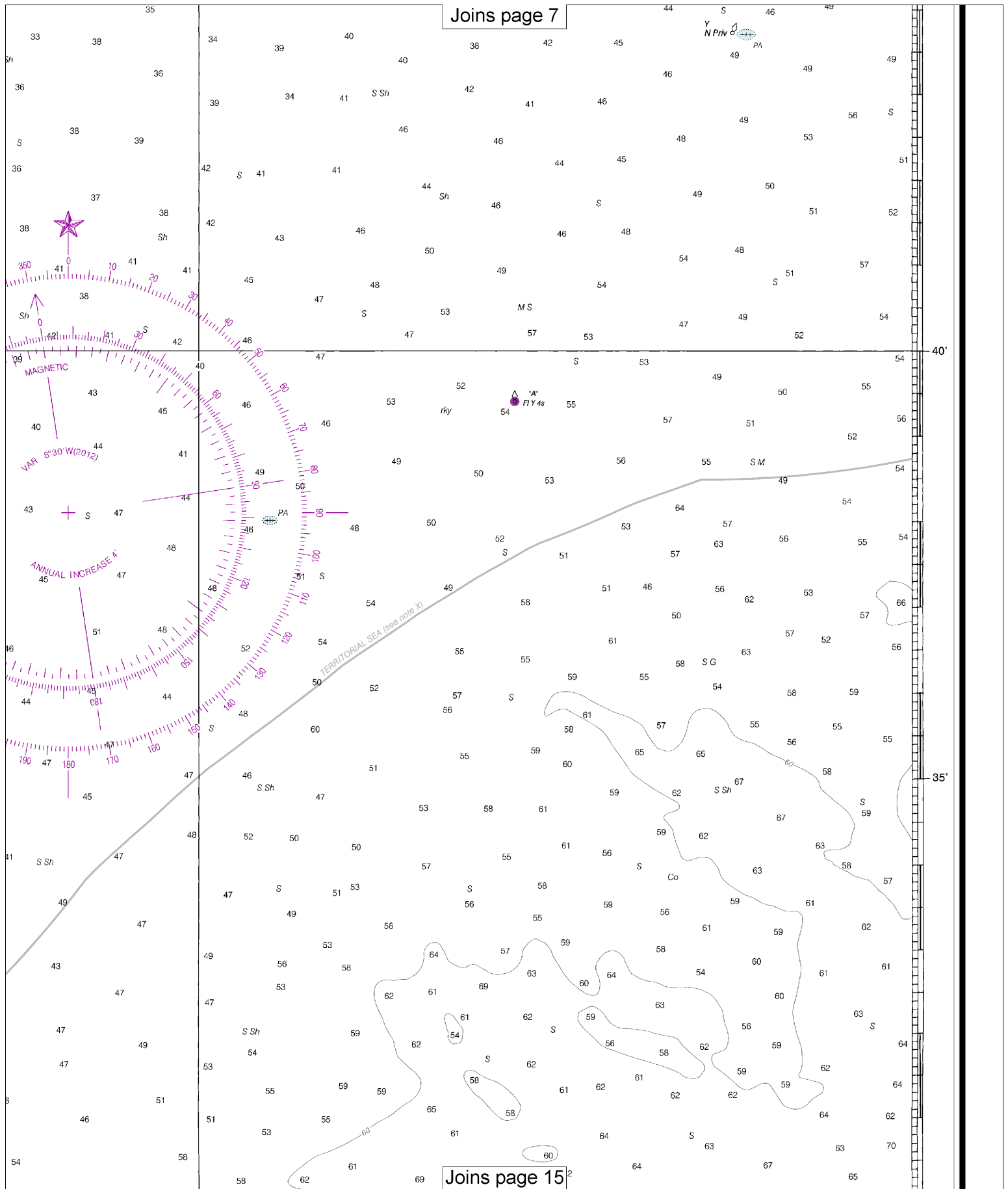
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SCALE 1:80,000
Nautical Miles

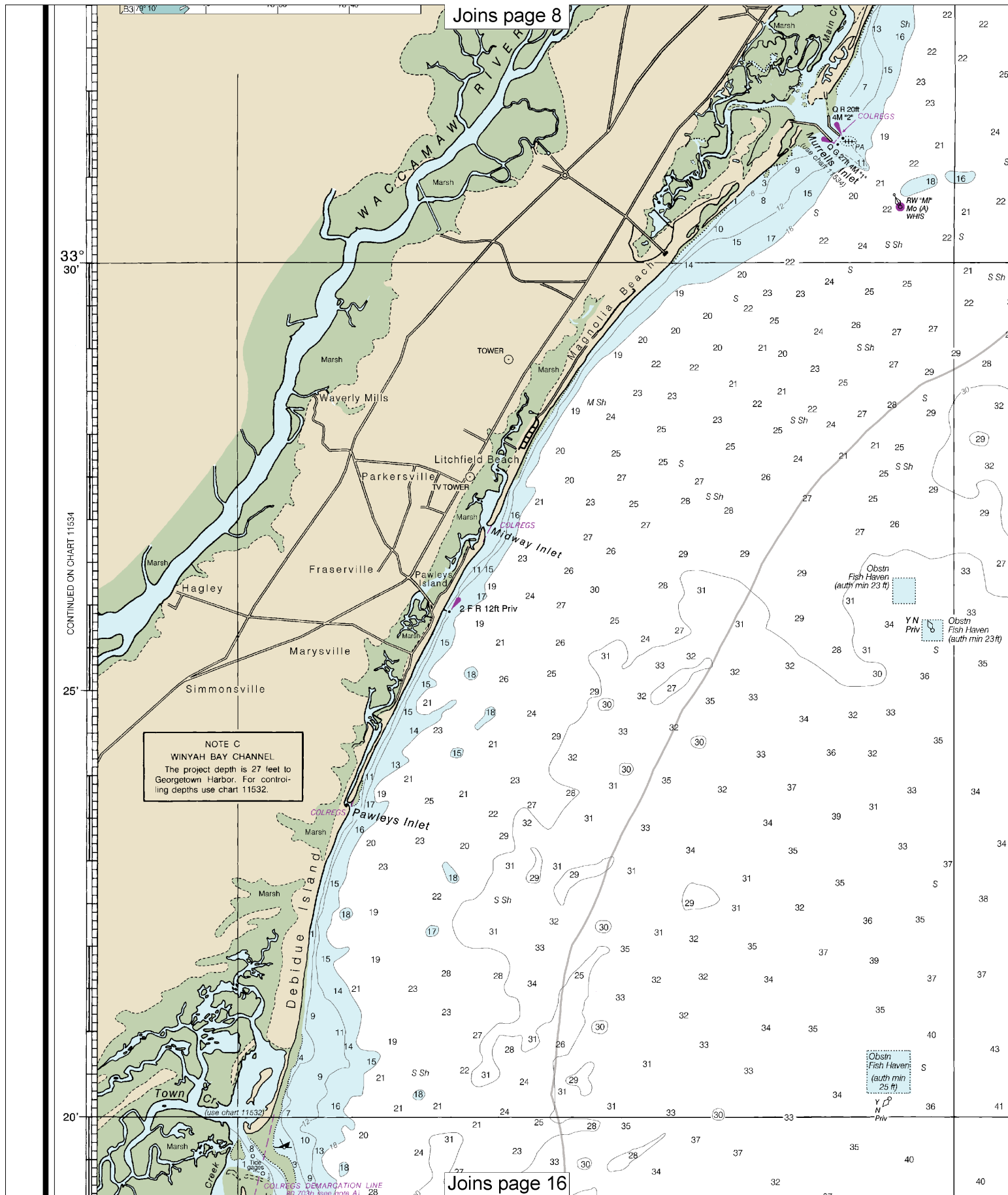
See Note on page 5.



Joins page 7



Joins page 15²



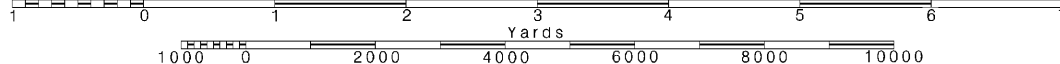
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

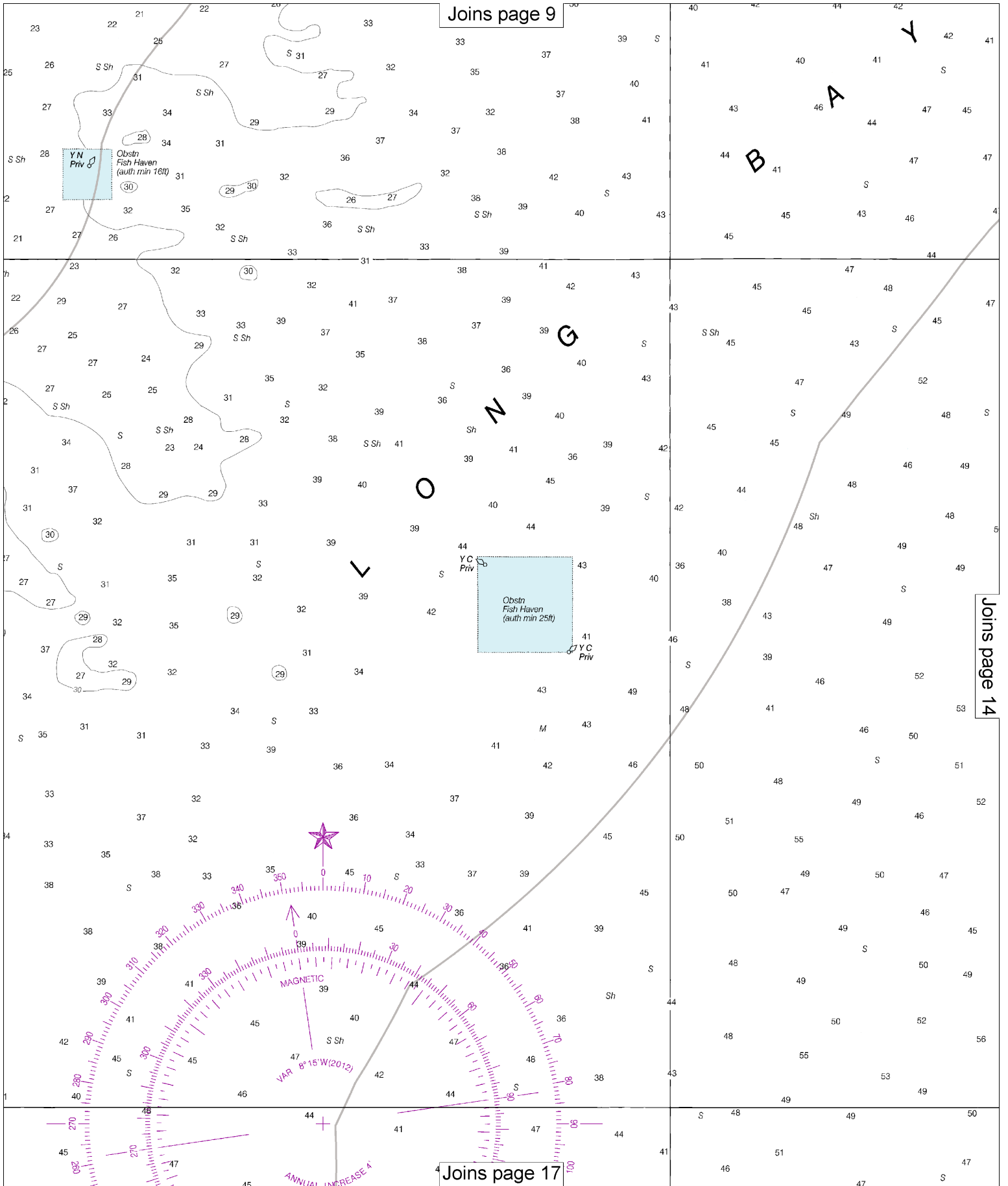
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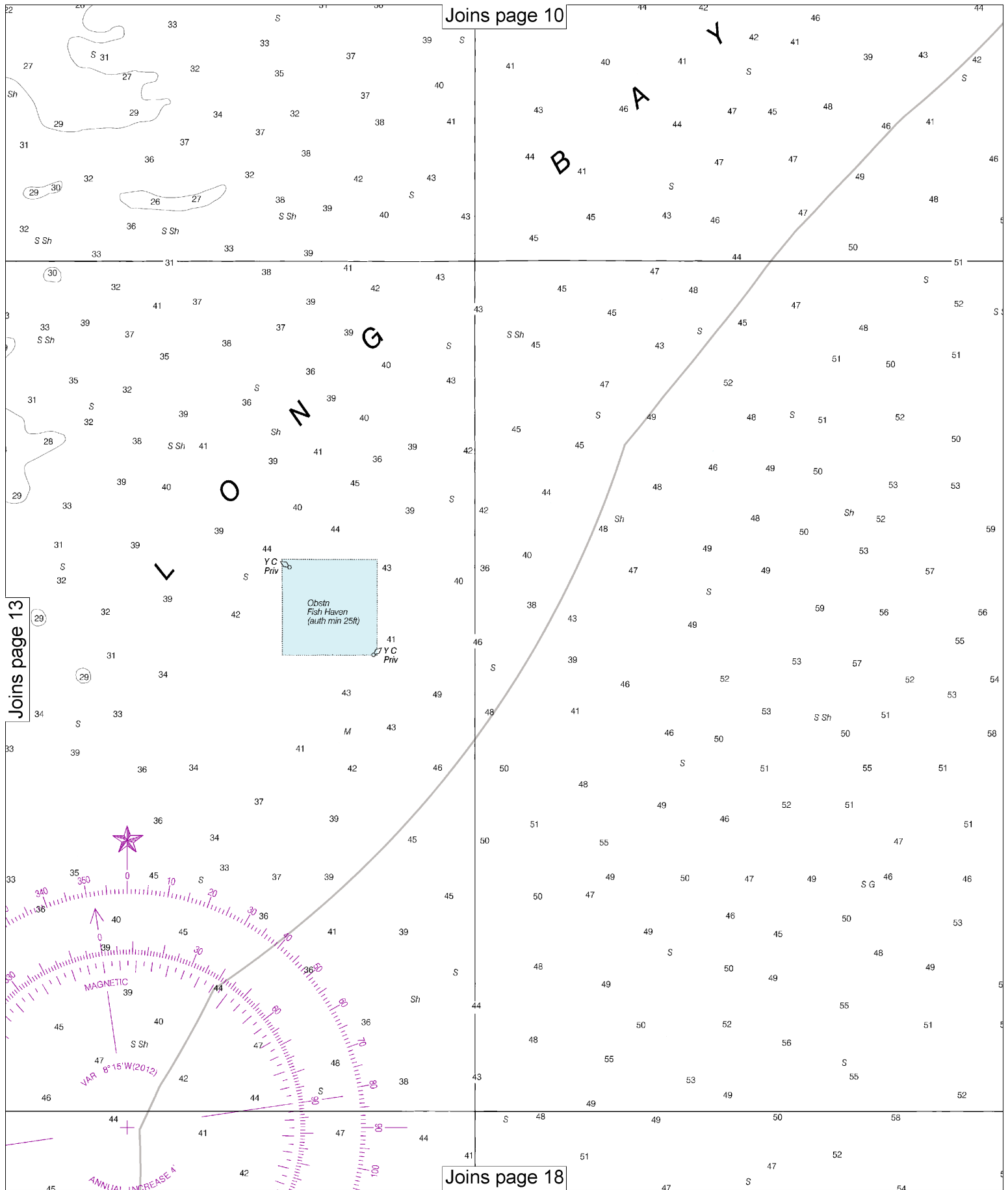


Joins page 9

Joins page 14

Joins page 17





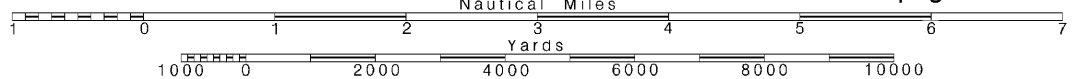
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Joins page 11

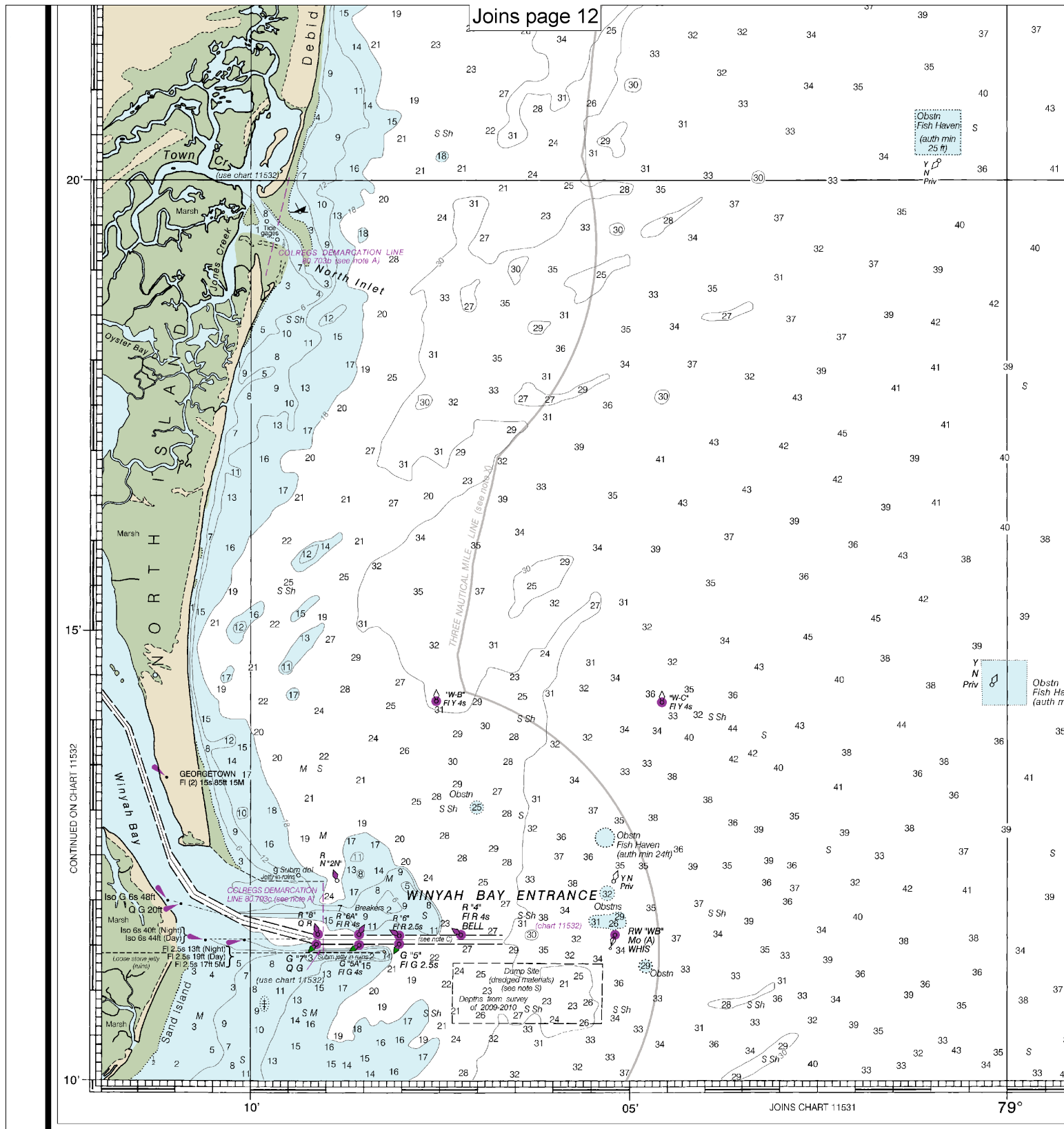
33°
30'

YN
Pnv
Obstrn
Fish Haven
(auth min 30ft)

Joins page 19

20'

25'



13th Ed., Feb. 2012

11535

Last Correction: 9/24/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or
about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>

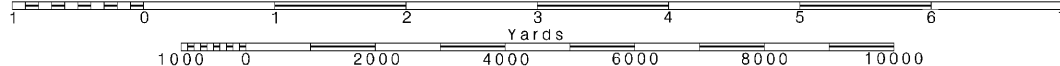
16

Note: Chart grid
lines are aligned
with true north.

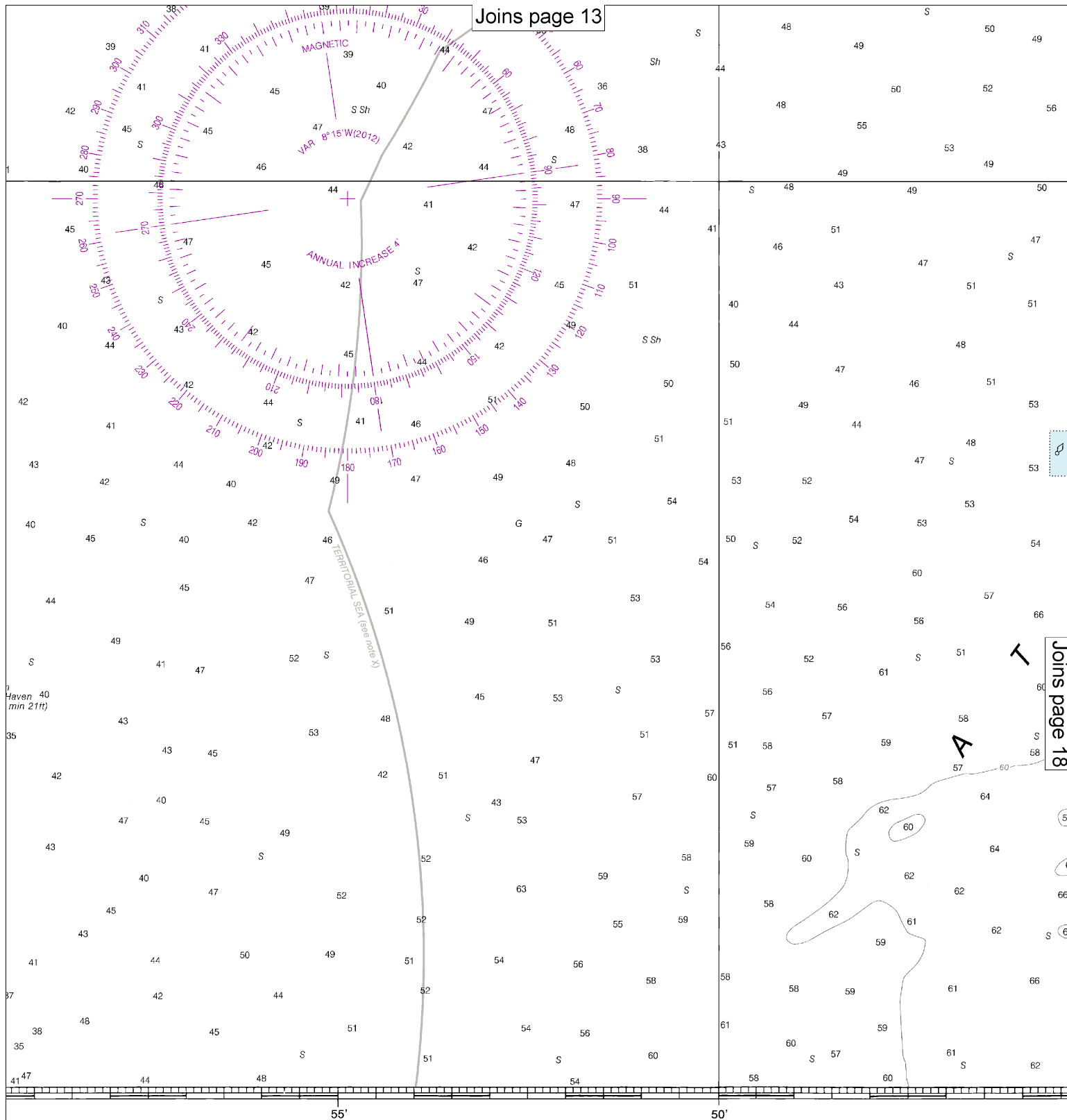
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



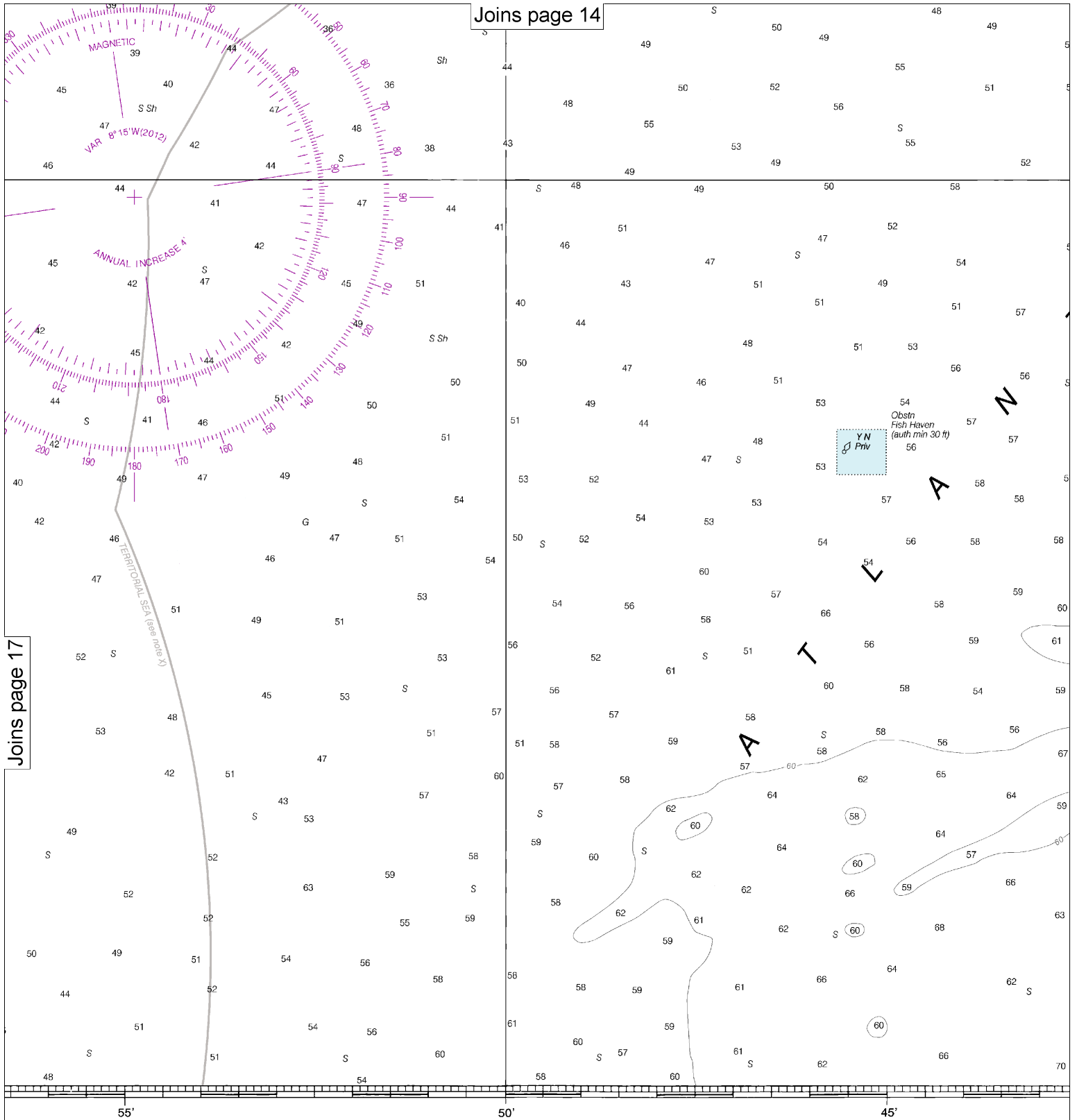
Joins page 13



Joins page 18

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 17

DINGS IN FEET

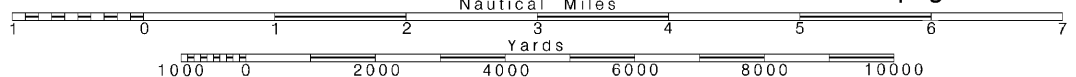
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Note: Chart grid lines are aligned with true north.

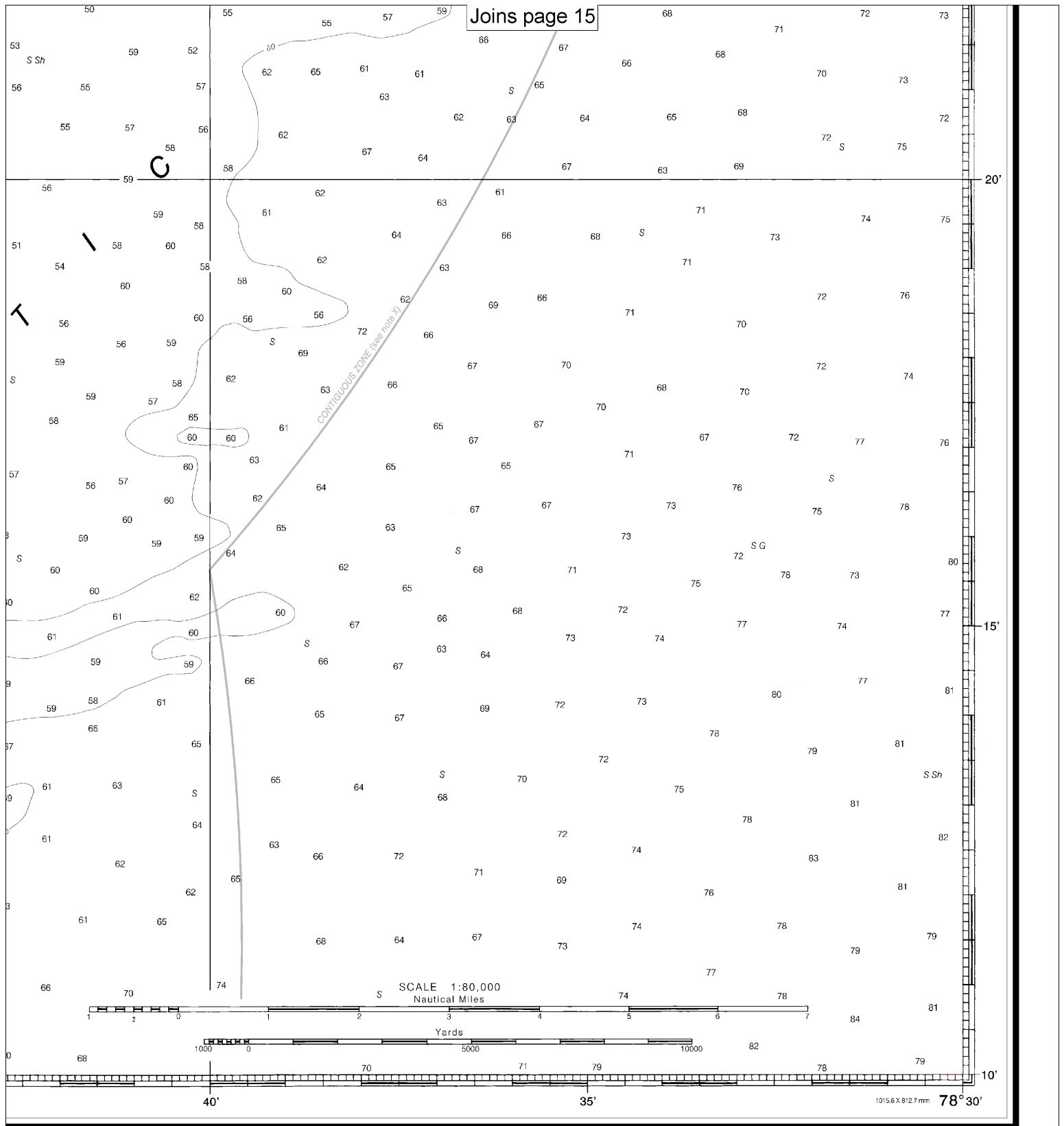
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



FATHOMS	1	2
FEET	6	12
METERS	1	2



2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65
66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81
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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
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